REMARKS

Claims 1-15 are pending. By this Amendment, claims 1, 7, 12, 13 and 15 are amended.

Applicants appreciate the courtesies extended by Examiner Mancho to Applicants' representative during the April 25, 2006 personal interview. The personal interview is summarized below and thus constitutes Applicants' record of the interview.

Claims 1, 7, 12 and 15 were objected to based on various informalities. By this Amendment, claims 1, 7, 12, 13 and 15 have been amended responsive to the objection. It is respectfully requested that the objection be withdrawn.

Claims 1-15 were rejected under 35 U.S.C. §102(b) over Banno et al. (Banno), U.S. Publication No. 2002/0024252. The rejection is respectfully traversed.

Banno fails to disclose a device for controlling a braking of a vehicle having front and rear wheels, wherein a braking force on the front wheels during execution of a braking force distribution control is increased, where a braking force increment on the front wheel beyond a braking force corresponding to a braking action is determined based upon an increment of the braking action by the driver detected by the detector, as recited in claim 1.

Banno discloses a front-rear braking force distribution control system that controls the braking force applied to the rear wheels in accordance with a predetermined relationship with a braking force supplied to the front wheels to perform a front-rear braking force distribution control (paragraph [0010]). Banno's invention is directed to determining when to begin the front-rear braking force distribution control (paragraphs [0027] - [0032]). When the front-rear braking force distribution control begins at time ta (Fig 4), the wheel cylinder pressure for the rear wheel is limited to a certain value (paragraph [0033]).

Banno also briefly discloses that the faster the vehicle runs, the earlier the front-rear braking force distribution control begins, so that the greater braking force is applied to the front wheels (paragraph [0031]). Banno fails to provide any disclosure as to how and the extent to

which a greater braking force is applied to the front wheels or identify the problems associated with compensating for the braking force of the rear wheels. Banno thus fails to providing any disclosure with regard to increasing a braking force on the front wheels during execution of a braking force distribution control, where a braking force increment on the front wheel beyond a braking force corresponding to a braking action is determined based upon an increment of the braking action by the driver, as recited in claim 1.

Banno also fails to disclose a device for controlling a braking of a vehicle having front and rear wheels, (1) wherein when anti-skid control for either of the wheels is executed, the braking force increment on the front wheel is decreased, as recited in claim 1, or (2) wherein a braking force on the front wheels is decreased when anti-skid control for either of the wheels is executed or when an operational condition monitored by a sensor satisfies a predetermined condition for terminating the braking force distribution control, as recited in claim 12.

Banno discloses terminating the front-rear braking force distribution control if a wheel speed difference has become less than a predetermined value (paragraph [0026]) and determining if the front-rear braking force distribution control should start using a slip state of the rear wheel (paragraph [0032]). However, Banno fails to provide any disclosure with regard to performing an anti-skid control or how the braking force of the front wheels changes during an anti-skid control. In other words, Banno fails to provide any disclosure with regard to 1) decreasing a braking force increment on the front wheel when anti-skid control for either of the wheels is executed, as recited in claim 1, or (2) decreasing a braking force on the front wheels when anti-skid control for either of the wheels is executed, as recited in claim 12.

Banno also only discloses that the front-rear braking force is terminated (paragraph [0026]) and thus fails to provide any disclosure as to how the braking force is affected. Accordingly, Banno also fails to disclose decreasing a braking force on the front wheels when

an operational condition monitored by a sensor satisfies a predetermined condition for terminating the braking force distribution control, as recited in claim 12.

Paragraph 4 of the Office Action asserts that the claims recite statements of intended use or field of use. This is not correct because the claims define how the device is structured. Nowhere in the MPEP, or the cases cited in the Office Action, is it suggested that "executing a" or "is lowered", for example, should be interpreted as being functional.

It is respectfully requested that the rejection be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,

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